

## THE VANDALIA'S FINANCES

## REPORT OF RECEIVER MALOTT, OF T. H. &amp; L. AND LEASED LINES.

## Six Promotions of Young Men on the Panhandle-John Egan, After 43 Years' Service, Will Retire.

The report of Volney T. Malott, receiver of the Terre Haute & Indianapolis Railroad Company, for the month of April, 1901, filed in the United States Circuit Court, shows:

Cash on hand March 31, 1901..... \$256,766.83  
Receipts during April..... 190,170.73

Disbursements during April..... \$145,558.29  
Cash on hand April 30..... \$350,379.27

Receipts Nov. 14, 1900, to April 30, 1901..... \$49,263,211.80  
Disbursements Nov. 14, 1900, to April 30, 1901..... 49,820,870.96

Balance..... \$350,379.27

The settlements made by the receiver of the properties prior to the receivership, up to April 30, 1901, were:

Receipts account "prior" business..... \$50,504.01  
Disbursements account "prior" business..... 1,682,960.89

Excess disbursements settling up "prior" business..... \$330,456.88

The result to the Terre Haute & Indianapolis Railroad Company of its operation for the month of April, after charging up expenses, the month's proportion of taxes, the interest on the company's bonds, and of lessor lines, and losses operating leased lines, was:

Profit operating T. H. & I. R. R..... \$21,768.83  
Dividend received..... 2,000.00

Two-sevenths loss operating T. H. & I. R. R..... \$354.53  
Loss operating H. & P. R. R..... \$11,965.50

Net profit accruing to T. H. & I. R. R. Company for month..... \$11,098.50

## Panhandle Promotions.

Owing to the promotion of James A. McCrea to superintendent of the Cincinnati division of the Panhandle, and of T. B. Hamilton to be superintendent of the Erie and Ashtabula division of the Pennsylvania line, six men in the maintenance of way engineering department of the Pennsylvania line were promoted to take effect July 1. Mr. Egan began his railroad career on the Little Miami road as a clerk; a year later he accepted the position of ticket agent of the Ohio & Mississippi and the Indianapolis, Cincinnati & Lafayette roads at Cincinnati. As the passenger service of the Big Four improved he took the position of passenger conductor. Two years later he was appointed general passenger agent of the Indianapolis, Cincinnati & Lafayette roads, and when the company was reorganized and given the title of Cincinnati, Indianapolis, St. Louis & Chicago Railway, he was appointed general ticket and passenger agent. He had been in the service of the Big Four consolidation before the consolidation, and was appointed general passenger agent of the consolidated line. Mr. Egan was appointed superintendent of parlor and dining-car service. He has filled the position well that the dining-car service of the Big Four is second to none, and from a little beginning the parlor-car service of the Big Four has become a profitable and profitable service for the company.

## John Egan Resigns.

John Egan, after forty-four years of railroad service, forty-three on the Big Four, has tendered his resignation, effective July 1. Mr. Egan began his railroad career on the Little Miami road as a clerk; a year later he accepted the position of ticket agent of the Ohio & Mississippi and the Indianapolis, Cincinnati & Lafayette roads at Cincinnati. As the passenger service of the Big Four improved he took the position of passenger conductor. Two years later he was appointed general passenger agent of the Indianapolis, Cincinnati & Lafayette roads, and when the company was reorganized and given the title of Cincinnati, Indianapolis, St. Louis & Chicago Railway, he was appointed general ticket and passenger agent. He had been in the service of the Big Four consolidation before the consolidation, and was appointed general passenger agent of the consolidated line. Mr. Egan was appointed superintendent of parlor and dining-car service. He has filled the position well that the dining-car service of the Big Four is second to none, and from a little beginning the parlor-car service of the Big Four has become a profitable and profitable service for the company.

## Personal, Local and General Notes.

W. F. Wilson, general manager of the Vanderbilt fast freight lines, is in the city.

The Washburn will next month put on another fast train each way between Chicago and Buffalo.

The net earnings of the Baltimore & Ohio system will show an increase of \$10,000 over May, 1900.

E. G. Chamness yesterday succeeded C. H. Smith, resigned, as freight and ticket agent of the Vandalia line.

C. F. Daly, general passenger agent of the Lake Erie & Western, who has been East several days, will return today.

A rate of one cent for the trip, tickets good within a radius of 20 miles, has been made on all Fourth of July travel.

E. R. Potter has been appointed general manager of the Dayton, Rock Island & Western, vice E. H. Hughes, who retires to-day.

Charles Henry Burns, master mechanic of the Houston & Texas Central, and for twenty-five years in the company's service, is dead.

C. C. Price, who has represented the Merchants' Dispatch at Indianapolis since 1872, will leave to-day for Colorado to be absent two months.

The Big Four will to-morrow run a \$1 excursion from Terre Haute to Indianapolis, returning by the same route.

Samuel Jackson, for twenty-nine years a car inspector for the Pennsylvania lines at the Union Station, has been transferred and accepted a position as crossing watchman.

E. B. Crosey, formerly with the Indiana, Bloomington & Western at Indianapolis, now foreign freight agent of the Philadelphia & Reading, has transferred from a three months absence in Europe.

W. H. Newman, president of the New York Central, has for several days been making an inspection of that system, accompanied by the heads of the engineering and operating departments.

The American Locomotive Company will today take possession of the Cook locomotive works at Paterson, N. J., the final payment having been made. The price for the works was \$1,200,000.

A new rate has been made on the Chicago & Northwestern from Chicago west, which makes Eastern rates for the same distance their eyes. The rate, Chicago to St. Paul and return is \$10.35, Colorado and return, \$10.55, Utah and return, \$10.75, and Portland and return, \$11.05.

Thomas Smiley, who represents the Lake Shore-Lehigh Valley Dispatch in this territory, has had his territory extended to the Lake Shore road on the north, the Missouri river on the west and the Ohio river on the south.

The appearance of a circular bearing the signature of W. R. Richardson, district passenger agent of the Pennsylvania, Lehigh Valley, Chicago, Indiana & Eastern Railway Company, has been taken as evidence that the Pennsylvania is back of the Chicago & Eastern road.

William Garstang, superintendent of motive power of the Big Four, and Thomas J. Davis, superintendent of motive power and machinery of the Chicago & Eastern, will leave to-morrow for Saratoga to attend the annual meeting of the Master Mechanics' Association and Master Car Builders.

## William Bronson, assistant general passenger agent of the Chesapeake &amp; Ohio.

An interesting decision is reported as having been made by the Central Passenger Association, which, in effect, is that the Baltimore & Ohio is this season permitted to run two excursions to Atlantic City, but the Pennsylvania is forbidden to enter that field with reduced fares. This business has been a bone of contention for three years past.

H. John Sebastian, of the Chicago, Rock Island & Pacific; George Nielson, of Chicago, Rock Island & Pacific; E. J. Krieger, of the Chicago & Northwestern; and E. J. Lomax, of the Union Pacific, have appointed a committee to make an effort to induce the Southern Pacific Railroad to become a member of the Western Immigrant Association.

General Passenger Agent Sebastian, of the Chicago, Rock Island & Pacific, and E. J. Krieger, of the Chicago & Northwestern, are now in Mexico establishing agencies for that company. When the extension of the Chicago, Rock Island & Pacific from El Paso is completed it will be the shortest line between Chicago and the City of Mexico.

The meeting of the Central Passenger Association at Chicago on Thursday was important, in view of the fact that the Chicago, Rock Island & Pacific, Lake Erie for a differential mileage book was considered. It was not decided, however, but the Lake Erie application, but it will likely go to an arbitration.

The agreement the Washburn has made with the Big Four for an entrance of the Wheeling & Lake Erie to Cleveland, from Wheeling to Toledo, has been taken charge. Erie also a line from Cleveland to Toledo, but eight miles longer than that of the Washburn, the shorter line also gives the Washburn and the Wheeling & Lake Erie combination a very respectable line from Cleveland to Toledo.

There is official authority for stating that the Northern Connecting Railroad is to be a part of the Cincinnati, Hamilton & Dayton line, and that the latter system at force majeure sale on July 25, and will be sold to the Hamilton & Dayton line. The extension of the Cincinnati, Hamilton & Dayton line is being pushed, and when completed it will be a very important link in the Cincinnati, Hamilton & Dayton line.

President Hunt, late receiver of the Toledo, St. Louis & Western, now president of the Detroit Southern, has been elected to a representative of the press in Detroit that the Detroit Southern is now the property of the Toledo, St. Louis & Western, and the Ohio Southern, and is running them as one system. At present the Toledo, St. Louis & Western, neither will the shops be removed from Tecumseh, as has been rumored.

The Erie Railroad Company, now president of the Erie Railroad Company, is making himself acquainted with the conditions of the Erie Railroad Company, looking up and down the line, stopping off at small stations and large, and looking into the condition of the Erie Railroad Company. He has made himself popular at Buffalo by announcing that he should spend one week at Buffalo, and that he would have made application to become a member of the commercial body of that city.

A committee of the Cincinnati, Jackson & Dayton Railway, consisting of William R. H. Martin, Henry F. Dawes, Albert J. Galt, and the following named persons, has been organized to look after the interests of the stockholders of the Cincinnati, Jackson & Dayton Railway Company, who are interested in the proposed consolidation of the Cincinnati, Jackson & Dayton Railway Company with the Erie Railroad Company.

The new common stock for distribution is limited to \$2,500,000, and by June 1, 1901, expected certificates will all be presented.

A gentleman who is in close touch with the Toledo, St. Louis & Western, and who is not conversant with the situation of that property, reports that the Toledo, St. Louis & Western, at present, is in a position to make a concession to the Erie Railroad Company, and that the Erie Railroad Company, in turn, is in a position to make a concession to the Toledo, St. Louis & Western.

Wood was transferred from the Cincinnati and Muskingum Valley division of the Panhandle, Mr. D. J. Smith, at present assistant engineer of maintenance of way on the Pittsburgh division of the Panhandle, was promoted to the position vacated by Mr. Wood.

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William Bronson, son of H. M. Bronson, assistant general passenger agent of the Big Four, graduated at Purdue this week as an expert mechanical engineer, and has secured a good position. It is said he will go to Washington to visit his brother.

## CITY'S FINANCIAL AFFAIRS

## IMPORTANT STATISTICAL REPORT COMPILED BY CONTROLLER.

It was Prepared at the Request of the Indiana Bureau of Statistics.

The Indiana Bureau of Statistics yesterday obtained from City Controller Johnson an interesting and complete statement of every possible phase of the financial affairs of the city of Indianapolis for the last fiscal year.

Table No. 1 shows the city's indebtedness at the end of the fiscal year 1900, and is as follows:

City bonds outstanding, \$2,135,700.  
Floating debts (temporary loans), \$147,000.

Table No. 2 shows all tax levies on \$100 of the taxable property for the last ten years as follows:

1891-State, 35 cents; county, 25; school, 27; city, 60; township, 1; total, \$1.57.  
1892-State, 35 cents; county, 25; school, 27; city, 60; township, 1; total, \$1.57.  
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1898-State, 35 cents; county, 25; school, 27; city, 60; township, 1; total, \$1.57.  
1899-State, 35 cents; county, 25; school, 27; city, 60; township, 1; total, \$1.57.  
1900-State, 35 cents; county, 25; school, 27; city, 60; township, 1; total, \$1.57.

Receipts of the city of Indianapolis for the fiscal year ending Dec. 31, 1900:

Ordinary Receipts—  
City taxes, including road tax, received during the year..... \$899,127.42  
Water rates received..... 1,514.00  
Electric-light rates received..... 11,698.00  
Court fees and penalties received..... 3,689.00  
Liquor-license fees received..... 12,000.00  
Street and show licenses received..... 63,844.00  
Total ordinary receipts..... \$1,006,188.42

Extraordinary Receipts—  
From sale of city property..... \$21,652.00  
From temporary loans..... 1,458.42  
All other extraordinary receipts..... 1,458.42  
Total extraordinary receipts..... \$23,568.42

Grand total all receipts for year..... \$1,029,756.84  
Balance on hand first day of fiscal year ending in 1900..... 100,881.95  
Total ordinary receipts..... \$1,130,638.79

Expenditures of the city of Indianapolis for the fiscal year ending Dec. 31, 1900:

Ordinary Expenditures—  
Mayor's salary..... \$3,000.00  
City clerk's salary..... 2,000.00  
Treasurer's salary..... 8,500.00  
Police department..... 2,000.00  
Controller's salary..... 4,000.00  
Members Board of Public Works..... 6,000.00  
Members Board of Public Health..... 1,800.00  
Members Board of Public Safety..... 300.00  
Trustees' salaries..... 3,852.80  
Repairs to public buildings, insurance, lights, fuel, etc..... 11,770.34  
For lighting..... 149,721.21  
For police department..... 175,881.17  
For health department..... 85,850.00  
For street cleaning and sprinkling..... 17,133.50  
For temporary loans..... 41,900.00  
For garbage removal..... 43,419.39  
For water..... 85,000.00  
For all other ordinary expenses..... 142,527.10  
Total ordinary expenditures..... \$1,024,132.70

Extraordinary Expenditures—  
For construction of new buildings, including bridge, etc..... \$128,877.30  
For redemption of city bonds..... 177,600.00  
For temporary loans..... 177,600.00  
For permanent and temporary loans..... 5,741.16  
For donations made by city..... 58,865.00  
For interest on city bonds..... 76,519.00  
Total extraordinary expenditures..... \$387,442.36

Grand total all expenditures..... \$1,411,575.06  
Balance on hand at end of fiscal year..... \$23,686.56

Included in ordinary expenses; not included in extraordinary expenses, but considered as extraordinary expenses.

Miscellaneous Questions—  
Value of real estate for 1900..... \$43,837,520.00  
Value of personal property for 1900..... 35,474,700.00  
Value telephone, telegraph, etc..... 1,000.00  
Value sleeping-car property..... 5,737,000.00  
Total valuation for 1900..... \$84,049,220.00

Number of polls for 1900—\$5,144.  
Rate of poll—50 cents.  
Total amount of all taxes paid..... \$899,127.42  
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